

# AUSTIN

*3 and 5 ton trucks*

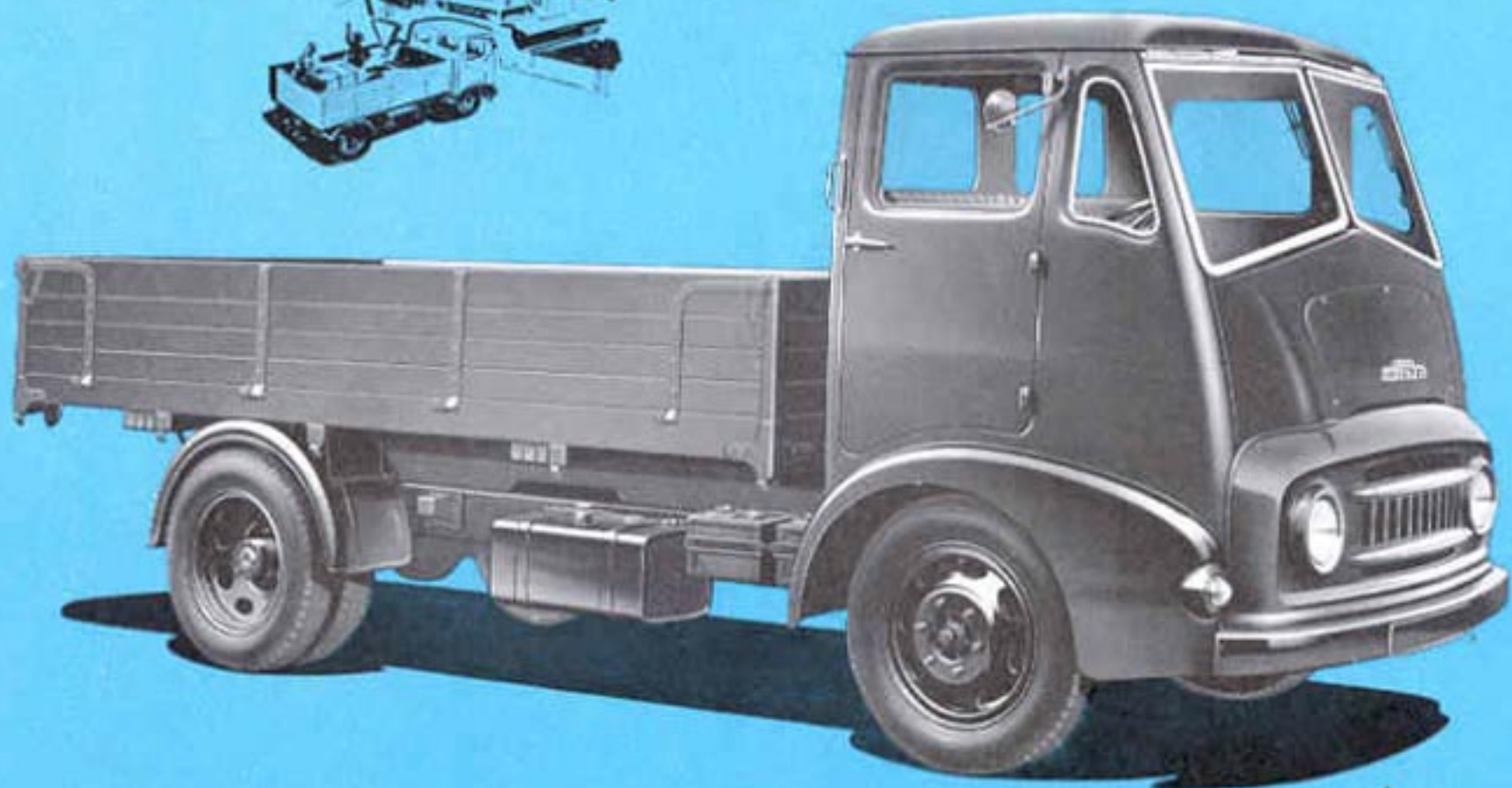
WITH NORMAL AND FORWARD CONTROL



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## *The 3 ton truck*

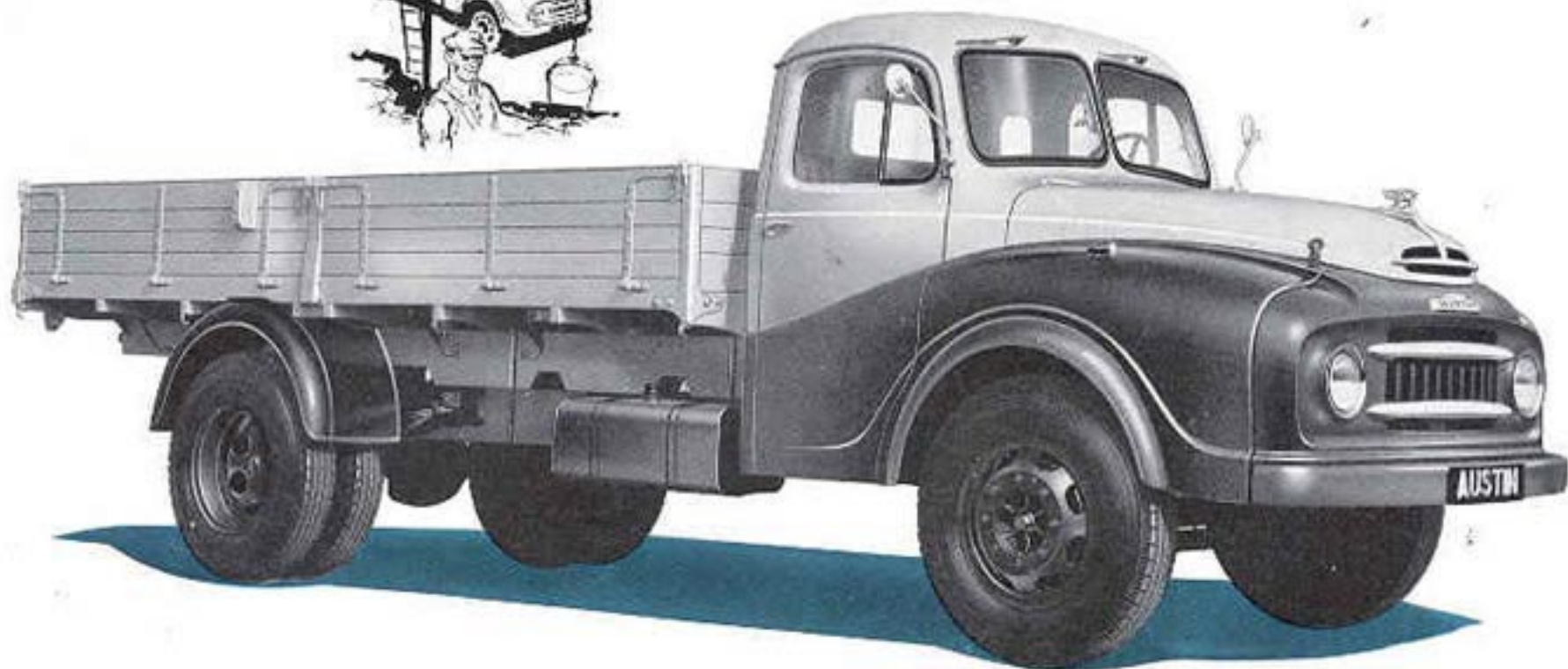
WITH FORWARD CONTROL

This model has all the performance, economy and dependability of the normal control 3 tonner, but its deck is nearly three feet longer. The two-seater cab is very well equipped, and the forward controls are conveniently spaced to give the driver complete ease of control. Chassis/cab and chassis/coulee units are also available for the fitting of pantechacon or other specialised bodywork.

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## *The 5 ton truck*

WITH NORMAL CONTROL • LONG WHEELBASE

The Austin 5 tonner, one of the finest, longest lasting trucks on the road today, is now available with either a high power 4 litre petrol engine or a 5.7 litre B.M.C. six cylinder diesel engine. Sturdy suspension, powerful brakes, high efficiency steering and a fully floating spiral bevel rear axle, or alternative two-speed Eaton rear axle, all combine to give the operator investment value for money of the highest order.

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## *The 5 ton truck*

FORWARD CONTROL • LONG WHEELBASE

With a deck length of 16 feet 6 inches this forward control 5 tonner will have a special appeal to the operator handling timber, tubing and similar lengthy loads. The chassis is especially robust with additional strength at the front axle. Six cylinder petrol or diesel engines are available, and the vehicle can also be supplied as a chassis/cab or chassis/scuttle unit.

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## *The 5 ton truck*

NORMAL CONTROL • SHORT WHEELBASE

This hydraulic end-tipper, designed for really tough going, has all the proven economy and dependability of an Austin, with diesel or petrol power, constant mesh gearbox, tough rear axle and suspension, high efficiency steering, and a rigid frame braced by five cross members.

The chassis/cab unit is also designed for use as a prime mover for semi-trailers carrying up to 8 ton loads.

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